

**LONG BEACH AIRPORT TRAFFIC CONTROL TOWER  
AND HELICOPTER OPERATORS**

**LETTER OF AGREEMENT**

EFFECTIVE: **October 2, 2006**

**SUBJECT: HELICOPTER OPERATIONS**

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- 1. PURPOSE.** This agreement establishes procedures for helicopters operating within the Long Beach Class D Airspace.
- 2. CANCELLATION.** This letter cancels the letter of agreement subject: Helicopter Operations dated October 1, 1999.
- 3. SCOPE.** This agreement is for the sole use between Long Beach Airport Traffic Control Tower (LGB ATCT) and the signatories while operating in the Long Beach Class D Airspace.
- 4. RESPONSIBILITIES.** All signatories shall ensure their pilots are familiar with and adhere to the procedures contained in this agreement. Nothing in this agreement shall be construed as approval to violate any Federal Aviation Regulations (FARs) or other regulations. Each pilot shall be responsible for advising LGB ATCT if a deviation from this agreement is necessary to comply with the FARs or other regulations.
- 5. PROCEDURES.** All operations shall be conducted using the traffic patterns, areas, altitudes, routes, and procedures specified in this agreement.
  - a. General.**
    - (1) Helicopters shall cross all runways midfield at 500 feet MSL unless otherwise requested and approved by LGB ATCT.
    - (2) Helicopters shall not over-fly the terminal building below 500 feet MSL.
    - (3) Pilots must specifically request a clearance to *"REMAIN EAST OF RUNWAY 30."* Solo student pilots are prohibited from requesting this operation.
    - (4) Helicopter operations that originate or terminate at ramp areas shall:
      - (a) Remain clear of all taxiways.
      - (b) Take off and land in the same direction as the fixed-wing traffic flow during East or West Traffic.

(5) When LGB ATCT is operating in a West Traffic (Runways 25L, 25R, and 30) or East Traffic (Runways 7L, 7R, and 12) configuration, helicopters operating in the airspace north of Runway 25L/7R shall use frequency 120.5. Helicopters operating in the airspace over Runway 25L/7R and south of it shall use frequency 119.4. These frequencies shall be used unless the ATIS states otherwise.

(6) When LGB ATCT is operating in a North Traffic (Runways 34L, 34R, and 30) or South Traffic (Runways 16L, 16R, and 12) configuration, helicopters operating in the airspace west of Runway 16L/34R shall use frequency 120.5. Helicopter operations over Runway 16L/34R and east of it shall use frequency 119.4. These frequencies shall be used unless the ATIS states otherwise.

**b. Pads and Traffic Patterns.**

(1) Pads and traffic patterns are depicted in Attachment 1.

(2) Pad assignments shall be on a "first come, first served basis."

(3) Pads 1 and 2 shall not be used during North or South Traffic due to the close proximity of Runway 16L/34R.

(4) Pads 3, 4, and the north mooring site shall not be used simultaneously during west or east traffic configurations. Priority of service shall be determined on a "first come, first served" basis.

(5) Pads 5 and 6 shall only be used for hover/lane work. Arrivals to and departures from Pads 5 and 6 shall climb or descend clear of all active runways.

(6) Pads 5, 6 and the south mooring site shall not be used simultaneously. Priority of service shall be determined on a "first come, first served" basis.

(7) Traffic patterns shall use a common downwind. Pattern altitude is 500 feet MSL. Climb to 300 feet MSL prior to turning crosswind, when feasible.

(8) During East or West Traffic, helicopters shall remain east of Cherry Ave., north of Taxiway Juliet, south of Taxiway Kilo and **make the turn at Lakewood Blvd.**

(9) During North or South Traffic, helicopters shall remain west of Runway 16L/34R, east of Runway 16R/34L, north of Spring St., and south of Carson St.



(10) When instructed to hold north/east or south/west of Runway 30/12, enter a left racetrack pattern, remaining clear of Runway 30/12 and between the appropriate parallel runways.

(11) 180 auto-rotations during simultaneous helicopter operations shall be made to any pad as long as the pads to the left are not in use during South or West Traffic and the pads to the right are not in use during East or North Traffic.

(12) Hover/lane work operations:

(a) Which require operations more than 50 feet from the assigned area must remain within the same lane and requires prior approval from LGB ATCT.

(b) Shall remain at least 400 feet laterally from all active runways.

**c. Inbound and Outbound Routes.** Helicopters shall remain at or below 500 feet MSL within 1½ mile of the airport, otherwise at or below 700 feet MSL.

(1) Routes used during a West or East Traffic configuration, unless otherwise approved by ATC.

(a) Downey – Via Downey Ave. north of the airport.

(b) Redondo – Via Redondo Ave. south of the airport.

(c) East Wardlow – Via Wardlow Rd. east of the airport.

(d) West Wardlow – Via Wardlow Rd. west of the airport.

(2) Routes used during a South or North Traffic configuration, unless otherwise approved by ATC.

(a) South Lakewood – Via Lakewood Blvd. south to the traffic circle, then south to the shoreline.

(b) South Cherry – Via Cherry Ave. south of Wardlow Rd.

(c) North Bellflower – Via Bellflower Blvd. north of Wardlow Rd.

(d) North Atlantic – Via Atlantic Ave. north of Wardlow Rd.

(e) East Wardlow – Via Wardlow Rd. east of the airport.

(f) West Wardlow – Via Wardlow Rd. west of the airport.

**d. Special VFR (SVFR) Procedures.**

(1) SVFR helicopters shall maintain visual reference to the surface at all times.

(2) Departing helicopters shall report reaching VFR conditions or exiting the Long Beach Class D Airspace, whichever occurs first.

(3) The southeast area of the Long Beach Class D Airspace contains the instrument final approach course. Routine SVFR operations in this area are discouraged and are not normally authorized.

(4) LGB ATCT shall use the following SVFR separation minima:

(a) Between SVFR helicopters and an arriving or departing IFR aircraft:

1 ½ mile. If the IFR aircraft is less than 1 mile from the airport.

2 1 mile. If the IFR aircraft is 1 mile or more from the airport.

(b) 1 mile between SVFR helicopters. This separation may be reduced to 200 feet if:

1 Both helicopters are departing simultaneously on courses that diverge by at least 30 degrees and:

2 Separation can be determined by reference to surface markings; or:

3 One of the departing helicopters is instructed to remain at least 200 feet from the other.

**e. Taxiway Golf.** Helicopters are authorized to use Taxiway Golf for run on/run off operations provided the following conditions are met:

(1) Is requested by the pilot.

(2) Operations are only conducted when in West Traffic.

(3) Solo student pilots are prohibited from requesting this operation.

(4) Taxiway Golf and Pad 1 shall not be used simultaneously.

(5) Helicopters shall operate between Runway 16L/34R and the hold bars for Runway 30.

(6) Only one (1) helicopter on Taxiway Golf at a time.

(7) Helicopter operators may be asked to relocate to a pad in order for ATC to accommodate taxiing aircraft.

(8) Helicopter operators shall remain in two-way radio contact with ATC and shall not turn their radios down while on the taxiway.

## **6. ATTACHMENTS.**

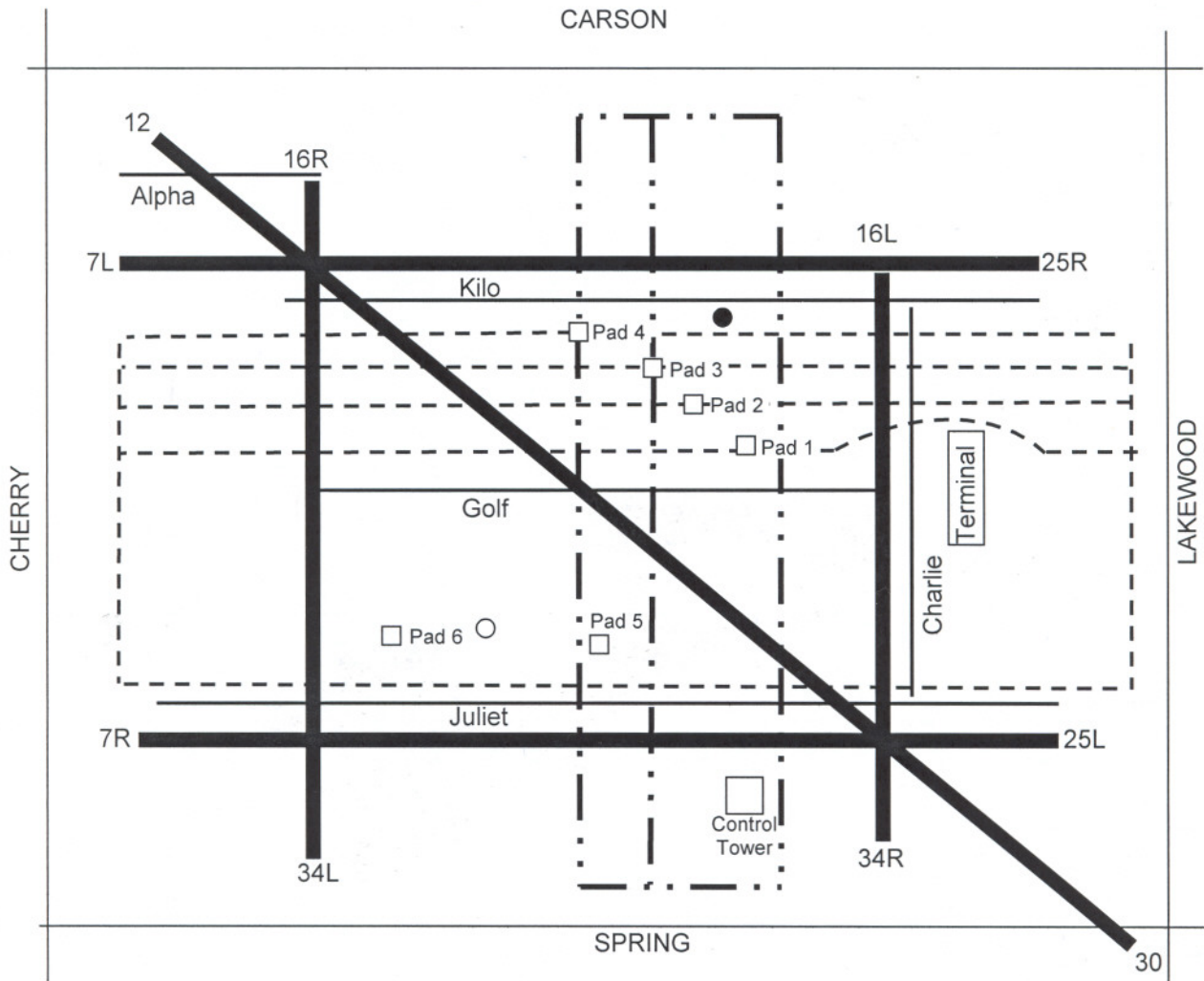
- a. Attachment 1 – Pads and Traffic Patterns
- b. Attachment 2 – Inbound and Outbound Routes
- c. Attachment 3 – Signatory Page

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Tito G. C. Gonzalez  
Air Traffic Manager  
Long Beach ATCT



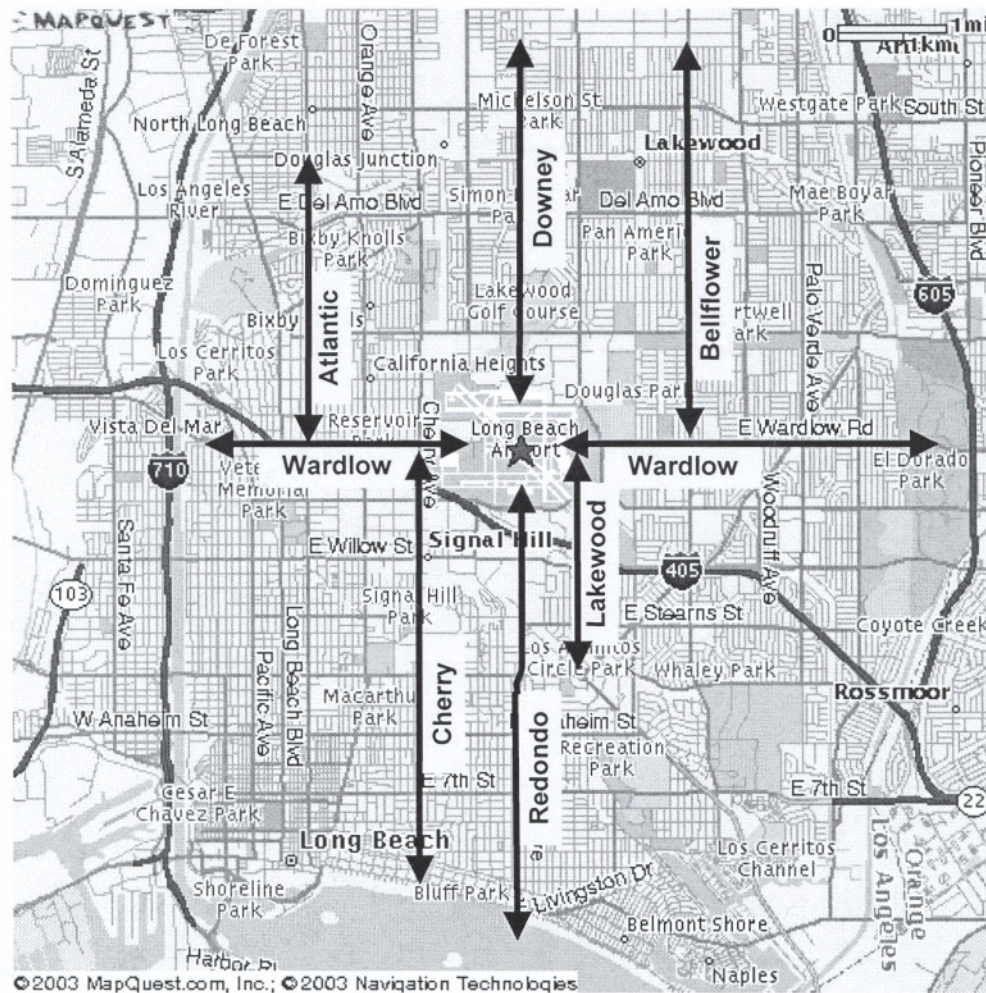
# **PADS AND TRAFFIC PATTERNS**



- North or South Traffic — . . . — . . .
- East or West Traffic - - - - -
- North Airship Mooring Site ●
- South Airship Mooring Site ○



## INBOUND AND OUTBOUND ROUTES



**SIGNATORY PAGE**

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Name (Print or Type)

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Signature

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Company Name and Title

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Address

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City, State and Zip Code

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Telephone Number

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Fax